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Official and Classified
ADVERTISEMENTS

Continued from Page 19

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fishing news

May 19, 1978

No. 3379

Est. 1913

20p

MIRRELS
BLACKSTONE
DIESELS

SITUATIONS VACANT

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GREEN 8 36.86 PURPLE H 85.80
SECTION DELTA GREEN 8 37.11 PURPLE H 82.38
This operation is being carried out by the barge "Frene" and will now
continue into February.
The vessel employed frequently lays to two anchors, the cables of
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— of Registered Tonnage 80.83
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Within seven days of this appearance.

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FISHING TECHNOLOGY 12th-18th June, 1978
A 6 day course for inshore fishermen dealing with net, gear, ac-
counts and machinery.
FISHING GEAR TECHNOLOGY 26th-30th June, 1978
A 2 week course for sales and industrial personnel who require
greater understanding of fishing operations in order to relate to the
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FISHING TECHNOLOGY 3rd-14th June, 1978
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ADVERTISEMENT DIRECTOR

HOPES of cashing in on
the much-vaunted
Scottish stocks of blue
whiting took a knock
last week when the
shoals moved off from
St. Kilda into Faroese
waters. This stranded
the 10,000-ton Russian
fish meal ship *Riga*
and a fleet of British
vessels planning to
supply her.

The shock start to a
transhipping operation
with the Russians —
arranged through Joint
Trawlers Ltd. — was
compounded by a short-
age of EEC licences to
fish inside the Faroese
sector.

It is understood that only
six vessels have obtained
full licences. These include
the Hull trawlers *Arctic
Reiver*, *Arctic Corsair*, *Norse*
and *Defiance*, with *Irvano* and
Fydeia from Fleetwood.

The full weight of EEC
bureaucracy is falling on
vessels like *Boston Blenheim*.
She has only managed to
obtain an interim licence
which means that, every
time she leaves Faroese
waters to tranship fish to

BLUE WHITING
— WHERE IS IT?

the Russians, another appli-
cation for a further licence
has to be made.
"We are being strangled
by EEC red tape," said one
trawler owner.

Boston Blenheim
moves in to
tranship Cornish
mackerel to a Rus-
sian ship. She is
not so lucky off
Scotland.

As the fish went inside the
Faroese sector, plans to
pump the fish straight from
the cod-end into the factory
ship have had to be aban-
doned. Trawlers are being

whiting stocks appear to be
that the fish spawned early
this year, leaving only spent
fish inside British waters.
The shoals have also
proved difficult for Scottish
purse seiners working as trawlers
to catch. The fish has been
down very deep and the
purse seiners have been hit by
lack of engine power.
A spokesman for Joint
Trawlers said on Monday
that, if the situation gets any
worse, it may get Nor-
wegian and Faroese vessels
to supply the ship.
Continued on page 17.



NOW pair-trawling for white fish from Peterhead is the new 58ft. steel stern
trawler *Bounteous* commanded by Skipper Edward Phimister of Buckle. She is
the ninth vessel of her type to come from the Buckle yard of Herd & Mackenzie.
Full details in *Fishing News*, June 9.

£1000 DRINK FINES

A MAXIMUM fine of £1,000 or two years in
prison are the penalties proposed for taking un-
authorised liquor on board a fishing vessel in
the draft Merchant Shipping Bill unveiled by the
Government on Monday.

The draft Bill appears in
the form of a white paper.
There is no parliamentary
time available for it to be
debated, but it was regarded
by the Government as the
first step in which it could
deplete its intention on
liquor merchant shipping
and oil pollution measures.
It intends to ask Parlia-
ment to legislate on.

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'Enterprise' new clue?

A SUITCASE found on a beach in Shetland at the week-end may prove to be a clue to the fate of the Fraserburgh boat *Enterprise*.

The brown folded suitcase was picked up at Brewick and appeared to have been washed ashore by the sea. It contained photographic megalines, copies of *Exchange and Mart* and the *Buchan Observer*, a pair of clogs, black trousers, white underpants and a biscuit tin.

'MIRANDA' BACK HOME

MIRANDA, the British trawler support ship which has been on duty off the Norwegian coast from around the Christmas period, has now returned to Hull for dry docking and a refitting at the King George Dock.

NAVY SENT IN TO PATCH UP BEAMER ROW

A PROTECTION ship has been sent to the Sussex coast to sort out a row between beam trawlers and small local boats using fixed gear.

HMS Soberton arrived off Newhaven at the weekend following a telegram sent to the Ministry by fishermen from Hastings, Brighton and

Newhaven, who claimed that thousands of pounds of gear had been ripped up by beamers from Portsmouth and Brixham.

Brighton men say that the main culprits are one or two 90ft. beamers with 860 hp engines from Portsmouth.

The Navy is hoping to cool down the situation by taking the local fisheries inspector on board and will try to get a voluntary agreement between both sides.

This will mean the beamers eyeing outside four-miles and the small boats working inside this limit.

Ted Gillam who works the 32 ft. Newhaven registered *Aquarius* said: "The Ministry do plenty against us, it's about time they did something for us. Look at what they have done by bringing in the herring ban."

Working 34 miles off Newhaven, Ted Gillam claims he has lost 26 nets since the beamers got to work.

Shoreham skipper Robin Burgess lost a set of brand new gear from his boat, the 26 ft. *Melba* Jones.

"The beamers hit two of my fleets of nets. I got some of them back, but there was nothing you could do with them," he said.

The area where the damage is taking place is from the Fairlight at Hastings to Shoreham.

SEINERS SQUEEZED OUT

LANDINGS at Grimaby last week topped 30,000 kites for the first time this year and also sparked off

a local row. Several of the smaller vessels, notably seiners, were not discharged at their appointed times.

With the lumper force stretched to cope with these unusually heavy landings and often working from midnight almost to midday to clear them, it was the landings eyetown, and not the lumpers, which was harshly criticised.

Hewett director retires

WILLIAM WILKINSON, who has played a leading part in the Fleetwood fishing industry since before the war, has retired. He resigned from the board of Hewett Fishing Co. and Isaac Spencer (Fish Meal) Ltd. and, at the end of the year, he retired as a director of Fyde Ice and Cold Storage Ltd.

Mr. Wilkinson became manager of the Hewett Fishing Co. at Fleetwood in 1932. He helped build the fleet up to one of Fleetwood's biggest, with

Under this system trawlers take precedent over the smaller vessels and, with two foreign trawlers landing big trips, some local operators feel the rules should be changed so the local vessels, irrespective of size, are cleared first.

However there was a sting in the tail of this argument as at least two visiting Danish seiners had to wait almost two days before being discharged.

For his services to the industry he was awarded the OBE in 1968.

Mr. Wilkinson (78) began his career as an officer with Fleetwood Trawling Supply and rose to become one of the most important figures in Fleetwood's fishing industry.

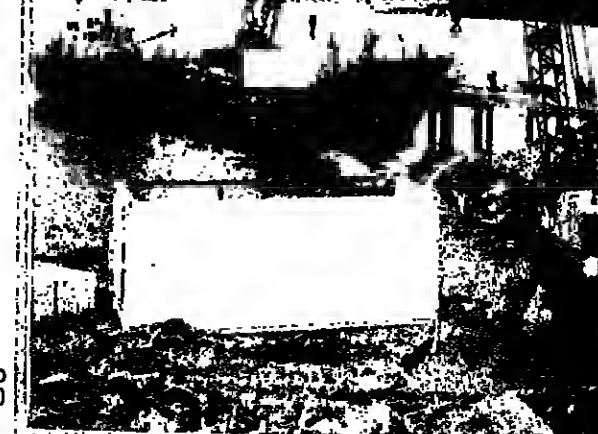
FIRST AT NEW PIER

Board and a Norwegian partner. The development will provide a total of 50 jobs — 34 full time — and is expected to start operating in two months.

The specially designed fish dryer will be a unique feature of the factory which will re-

quire about 5,500 tonnes of fish a year from the grounds to the west of the Habbies.

The board estimates that, over a 15-year period, the project can contribute an additional £7m to the Lewis economy. Over the same period the UK will benefit by £12m.



EEC TALKS PUT BACK

THE meeting of EEC fisheries ministers planned for May 22-23 in Brussels has been postponed.

This is partly because of a lack of progress on the internal fisheries regime and, also, because the meeting of agriculture ministers — scheduled in the same time — has been postponed.

The bleary-eyed ministers are recovering from the annual EEC price-fixing marathon and the next council meeting has been put off until June 19.

Quotations for Norwegian, Faroese and Swedish fishmen in EEC waters will probably be extended an extra month when they expire on May 31.

EEC representatives in Brussels are still struggling to settle problems

allocating catch quotas among member countries in northern Norwegian waters, the Swedish use of the Baltic and the whiting in Faroese waters.

Britain's fisheries minister, John Silkin, has again described the commission's proposals as "a totally inadequate."

'SARLA' SINKS

THE SWANSEA fishing boat *Sarla*, which was reported in *Fishing News* last week as due to sail for Nigeria, has not on her delivery trip. A fire broke out on board off Lundy Island.

After being taken in tow, the vessel turned over. The crew was taken off.

May 19, 1978

FISHING NEWS

3

Five skippers in court SPANIARDS FINED £4,000...

A SPANISH skipper caught poaching 23 miles inside British waters off Bishop Rock was fined £4,000 with £200 costs at Plymouth on Monday.

The magistrates ordered that his trawler be detained until the fine and costs were paid, but made no order to confiscate his catch or gear.

Jesus Antonio Chacartegui (44), master of the 110 ft. side trawler *Askorote Berio*, pleaded "guilty".

Anthony Collin, prosecuting for the Ministry of Agriculture, Fisheries and Food, said that in the past year nine Spanish vessels have been escorted into

Plymouth for fishing offences.

Two had received a warning and the remainder had been prosecuted.

He said that the 230-tonne *Askorote Berio* was spotted on Saturday evening by the fishery protection vessel *HMS Guernsey*.

Fixed

Her position was fixed and she was escorted into Plymouth on Sunday.

Her log book showed that she had fished in British waters on Friday and Satur-

day and had almost three tonnes good quality fish on board worth about £1,200.

David Bishop, defending, said the defendant was aware that boats had been prosecuted for fishing within the limits.

He said it was the first time the skipper had fished in that area. He usually stayed between France and Spain, in the Bay of Biscay.

He knew there was a dividing line between Britain and Ireland, but did not know exactly where it was. He described his client as "a gypsy of the sea".

Two charts on his behalf, both certified as accurate. But both had a different position for the median line — the line dividing two countries when the distance between them was less than 400 miles.

Pressed by Mr. Bishop, *HMS Guernsey's* navigating officer, Lt. Graham Ramsey, agreed that his equipment had a five per cent chance of being inaccurate to the extent of 2.4 miles.

"The further out you go, the greater the possibility of possible error," he conceded.

However, he said, "all corrections had been made" before plotting the position of Skipper Luaces' boat.

The magistrates ordered that the boat be detained for three months, or until the fine and costs were paid.



Flowing Tide skipper John West: not guilty.

'Net test'-case is dismissed

SCOTTISH trawler skipper John West of Gardinstown, Banffshire, was cleared by Plymouth magistrates last week of fishing with a vessel of more than 60 ft. length within three miles of the coast.

Micheel Brabin, prosecuting for the Devon Sea Fisheries Committee, said the 76 ft. *Flowing Tide*, Skipper West's boat, was 2.49 miles from land with her net out when a fishery protection vessel came alongside.

He said that such fishing boats were ruthlessly efficient. "It has been said that

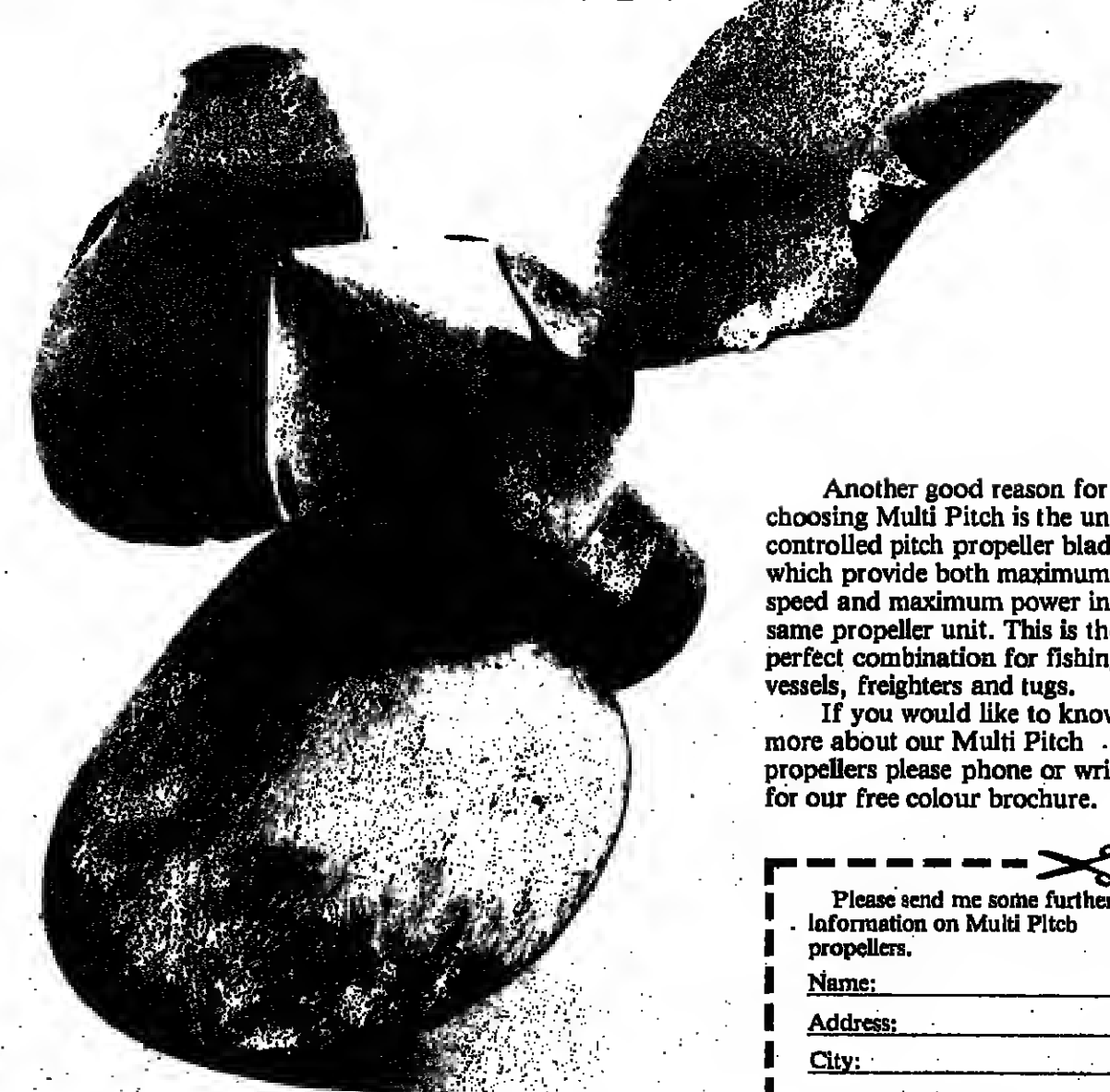
four could do the work of all the Cornish fleet," he said.

The by-law was to preserve stocks and protect smaller fishing enterprises.

Skipper West said that he had stopped to check his net, which was of 136,000 square yards. He had attempted to tell the Coastguard what he was doing, but could not get his radio to work.

The magistrates decided there was "reasonable doubt" and dismissed the case. No costs were awarded. Skipper West had pleaded not guilty.

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REPORT No. 57743
4th May 1978

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Results of Tensile Test of sample, described as synthetic Seine Net Rope, received 20th April 1978, from: Airedale Rope Co. Ltd., Leeds.
Test No. W1675
Maximum load 4340 pounds
Remarks: fracture took place clear of the grips.

speaks for itself

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TON TRAWL WINCH

Hauling

Mr. Tonkin was aboard the fishery patrol vessel *HMS Erebor* at the time of the offence. He boarded the seiner and saw that her net was being hauled in.

He asked Skipper Tait to plot his position on the radar, which he did — showing he was 2.2 miles from the nearest land point.

Skipper Tait claimed that his net had become fouled and he had drifted within the limit.

He caught 55 tons of mackerel that day which would have been worth nearly £4,500 — claimed to be caught outside the limit.

Oil fine—'boat was in danger'

A BUCKIE fisherman was fined £150 in Lerwick Sheriff Court when he admitted polluting Scalloway harbour, Shetland, by pumping oil into the water.

George Smalls, skipper of *Responsive*, admitted the offence which took place in February.

Repair

The court was told that the oil-polluted water from *Responsive* had been pumped into the harbour because the skipper thought the boat, which was undergoing repair, was otherwise in serious danger of sinking.

He estimated he did not have time to get out of the harbour before pumping the water into the sea.

Most fishermen are familiar with that special shock that shudders through the vessel when the propeller blades crunch into a rock or a big stone lying hidden in the water.

And since this encounter between propeller blade and stone always means that you have to buy a new propeller, such little accidents can become an irritating expense.

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Big Cornish beamer to pair-up



Mike Hosking will team his 86-footer *Dew-Genen-Ny* with the even bigger secondhand beamer.

A 93 FOOT beam trawler is to join the West Cornwall fleet. She is the latest acquisition of a group of Portleven fishermen.

Noy yet named — but Providence is a possible choice — this ten-year-old Dutch all-purpose boat will bring a new dimension to south-west fishing.

It is planned to operate her as a pair trawler with the 86ft. *Dew-Genen-Ny*. They will be after white fish in the south-west approaches.

The 86ft. *Dew-Genen-Ny* (God with Us) has been at Penzance undergoing repainting and other work at the end of the winter meckel season. She is skippered by Michael Hosking.

The two boats represent an investment in the

pair-up

region of £4-million. It has been a very successful season for *Dew-Genen-Ny*, which was built two years ago for the Portleven partnership of Skipper Michael Hosking, Peter Neale, Roger

Pewley and John Wannell. Roger Hosking, the skipper's brother, manages the shore operation.

About 80 per cent of the boat's income has come

from the meckel fishery.

Skipper Hosking said he had been happy with earnings over the past six months with the increase in fish prices offsetting the current restrictions. The Scots, he believed, had one of the most successful south-west seasons over.

The Portleven fishermen's 60-ton long-liner *Kilrock* is being sold.

FRENCH SEND TRIO

FLEETWOOD handled more big blue ling catches by French vessels last week and the outstanding total was the 2,401 kits brought in by George Cadoudal.

She had 1,470 kits of blue ling, 45 of cod, 15 of haddock and 580 of coley which sold for £45,914 — by far the biggest grossing of the week.

The smaller stern trawler *Mont Cenis* also had a big

catch of blue ling. In her total of 1,239 were 676 kits of the variety, in addition to 35 of hake, 10 of cod, 40 of meckel, 40 of haddock, 15 of whiting, 170 of coley, 30 of roker and 15 of dogs. The catch sold for £24,943.

Completing the French landings was the stern trawler *Pors Piron* with the week's biggest heke catch. She landed 65 kits of the variety and also had 50 of cod, 240 of meckel, 65 of haddock, 60 of whiting, 335 of coley, 35 of dogs and 110 of ling, which sold for £20,790.

There were also good grossings for the pair team *Armona* and *Nuvann*. They topped the returns by local vessels with grossings of £21,586 and £38,558.

Armona landed 856 kits — 400 of cod, 130 of haddock, 160 of coley and 240 of coley — while *Nuvann* had 700 of cod, 115 of haddock, 325 of coley and 120 of dogs. *Nuvann* was commanded by Skipper John Burns and *Armona* by Skipper Tim Christy.

It was a happy week for the big side trawler *Ella Hewett* which returned from the middle-water grounds with a top-quality catch of 719 kits. Skipper Derek Reader had 280 of cod, 230 of haddock, 80 of coley, 10 of roker and 110 of dogs, for £18,005.

Admiral *Huake* dominated near-water landings. The 109ft. vessel landed 307 kits — 110 of cod, 55 of pilch, 80 of haddock, 50 of coley and 30 of roker — which sold for £10,800. It was a different story for the big stern trawler *Lancaster* which made only £8,030 from 514 kits. Her total included 20 of cod, 220 of blue ling, 40 of grenadiers, 30 of scabbard, 25 of meckel, 60 of haddock, 40 of coley and 50 of dogs, but much of it went unsold. The vessel had worked the deep-water grounds off the west of Scotland.

There have been the first landings by Dutch beamers working the Moresme Bay sole grounds. Two vessels landed 82 kits of the variety.

in BRIEF

FIFTY employees of the Fish Meal & Oil Co. went on strike this week in support of a pay rise claim. They stopped work at the company's factory on the east side of Hull's old fish dock. A meeting is due to be held on Friday.

TWO Fleetwood pair have been chartered by the Admiralty for a nine-day exercise in the Clyde. The vessels are *Nuvann* (Skipper John Burns) and *Armona* (Skipper Jim Laird) plus *Idena* (Skipper Victor Dingle) and *Norina* (Skipper Bill Reader).

NEWINGTON'S *Somerset Maughan*, the only west fish vessel landing for Hull's daily market, made £50,560 for 1,837 kits. This followed a day White Sea trip under the command of Skipper A. Taylor.

MOST of the Shetland fleet's landing hauls and there is a continuing scarcity of white fish for the local factories. Lost week 27,250 cwt of sundrels worth £38,317 were landed in Shetland compared with only about 4,000 cwt of edible species.

FISH filleters on Hull fish dock who staged a one-day strike last week in support of better pay and improved conditions have accepted a new agreement. This includes a £57 per week minimum for adult skilled filleters and three weeks annual holiday after 12 months' service.

THE Lord Lieutenant for Aberdeenshire, Maitland Mackie, is to officially open the Catch 78 fishing exhibition to be staged at Queen's Links, Aberdeen, from June 14-18. The opening ceremony will take place at 11 a.m.

IMPORT DUTY CUTS — PLAN

THE EEC Council of Ministers is being asked to approve a cut in import duties on cod, haddock, hake and heke fillets from 15 per cent to 10 per cent from July 1.

Michael Meacher, Under-Secretary for Trade, said this in a Commons reply last week. The cut will be reviewed in the autumn but, initially, is for a six months period.

The information came in reply to James Jackson, Labour MP for Hull West, who asked for the duty to be cut to help ease the difficulties of Hull fish merchants.

'Sanny' Sutherland

OBITUARY

FORMER Hopeman skipper, Alexander 'Sanny' Sutherland (68), has died suddenly at his home in the Scottish port.

He formerly skippered the local seiners *Unity* (NS 179) and *Unwired* (NS 75).

Skipper Sutherland was well known amongst skippers operating in Oban and Ayr waters and he fished as far south as Whitehaven and Holyhead.

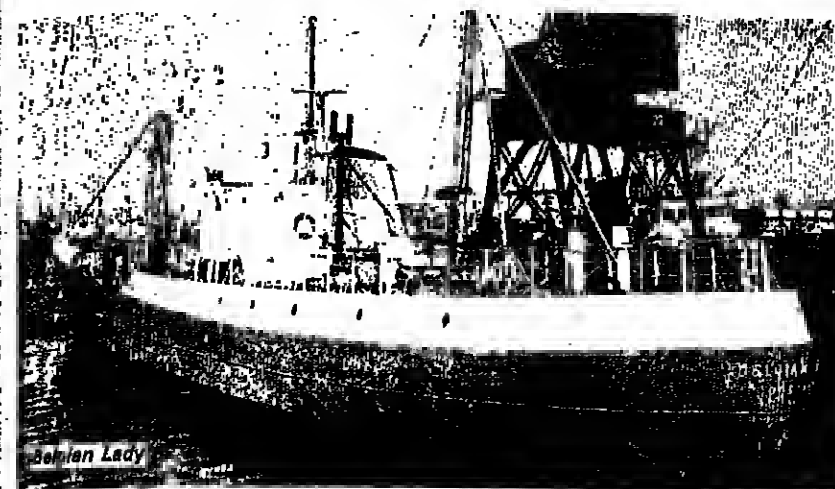
A former chairman of the Hopeman and Burghhead branch of the White Fish Association, he is survived by his widow, son and three daughters.

Auction

AN AUCTION of fishing machinery, gear, plant and fittings from Glasgow Scotland will be held on June 6. Items for sale include a hammer, a scanda, a flatiron, a freezer and a herring scampi machine. The auctioneers are Cathcart. (phone 6989).

May 18, 1978

4000 KITS GO 'OVER THE TIP'



...but merchants pay the 'Lady'

THE 461,278 grossing by the trawler *Belgian Lady* at Grimsby last week (*Fishing News*, May 12) was a career-best performance by the 414-tonner.

Her 1,859 kits of Icelandic fish, including over 820 of cod and 674 of big end jumbo haddock, sold 'like hot cakes' on markets where thousands of kits of locally-caught small fish found no buyers.

Under these circumstances it was especially satisfying for Thomas Hemling's Grimsby subsidiary, A. E. Richardson, which sold the fish and managed *Belgian Lady* (Skipper Andre Vleene) for owner Raymond Clays whilst in Grimsby.

A spokesman for the agents told *Fishing News*: "The owner was very, very satisfied with the kittege turned out and the price it fetched."

"The fish was generally excellent and the haddock in particular of very good quality." The trip lasted 20 days.

MP wants a new look at drifting

SOUTH ANGUS MP, Andrew Welsh, is to ask the Scottish Secretary of State to have another look at the situation brought about by recent prosecutions against Scottish fishermen for illegal drift-netting for salmon.

Mr. Welsh adopted this line after hearing from the Fifth of Forth Fishermen's Association that its plea for legislation to allow drift netting has been turned down by the Scottish Secretary. He also indicated that he is not prepared to re-open the question.

Norman Osborne, secretary of the association said: "It appears that no matter what is said by fishermen or their representatives, a firm stand is being taken at Government level to repeal any suggestions of

licenses to allow drift netting for salmon. Mr. Welsh said: It is high time we had some kind of order instead of the present chaos. "Scotland is the only UK country which does not legislate in some way salmon drift netting."

'BLACK-EYE' SOANES DIES

ONE OF the best known former herring drifter skippers in East Anglia, Billy 'Black-Eye' Soanes, has died at Lowestoft aged 74.

Skipper Soanes, widely known by a nick-name inherited from his father, was at sea from 1917 until retirement in 1968. In more recent years he acted as relief skipper on several occasions. Throughout his sea career he sailed on drifters and trawlers for Small & Co. and

FISHING NEWS

GRIMSBY trawler owners were stunned last week when a total of 4,000 kits of locally-caught fish failed to realise minimum prices at the five daily markets. The fish 'went over the tip' for meal at £8 per kit.

Most of the fish included large consignments of dogfish, chat haddock, coley and sullocks — and even a few lemon soles!

Merchants described the quality of most of the unsold as "small and very poor" and, with demand never better than fair plus low markets all week, they had plenty of choice.

Worst affected were BUT's middle water ships *Ross Kelvin* (508 kits unsold from 1,442 kits), *Ross Zebra* (485 from 1,264), *Ross Tiger* (354 from 1,031), *Ross Claret* (373 from 1,053), *Ross Kipling*

(306 from 1,400) and *Ross Panther* (263 from 680).

However, BUT was not alone and Consolidated Fisheries was badly hit with *Aldershot* (402 from 721) as well as the distant water trawlers *Gillingham* losing 75 from 1,652 and *Huddersfield Town*, 209 from 1,264. The latter also lost a further 270 kits of coley to salters.

Altogether, from 18 landings by the trawler fleet, only Lindsey's *Lofoten* and BUT's *Ross Kashmir* were without any fish unsold.

Not surprisingly earnings were nearly all down over previous weeks. Only *Consol's* two distant water ships *Gillingham* (Skipper John J. Loades) and *Huddersfield Town* (Skipper Bill Hardie, junior) bettered £20,000.

Gillingham came out on top with a £43,417 grossing from 1,652 kits of cod, plus a

few reds from a 25-day trip to the White Seas.

Middle water honours went to the French stern fisher *Gravignes*.

In an all-BUT tussle for the local placings, *Ross Kelvin* (Skipper Roy Kurz) grossed £19,617 from 1,442 kits, including nearly 900 of haddock and 270 of dogs, from a 17-day North Sea/Westerly trip to tip *Ross Kipling* (Skipper John Roberts). She hit £19,594 from 1,400 kits after a 16-day North Sea trip.

It was the turn of the Danbit-acted *Dorny* (Skipper Pool Sorensen) to head the sealer list with £9,553 from 244 kits.

Skippers Phil Scott and 'Pete' Pulfrey in *Jean Scott* and *Golden Venture* hit the pair trawling high, with a combined £37,456.

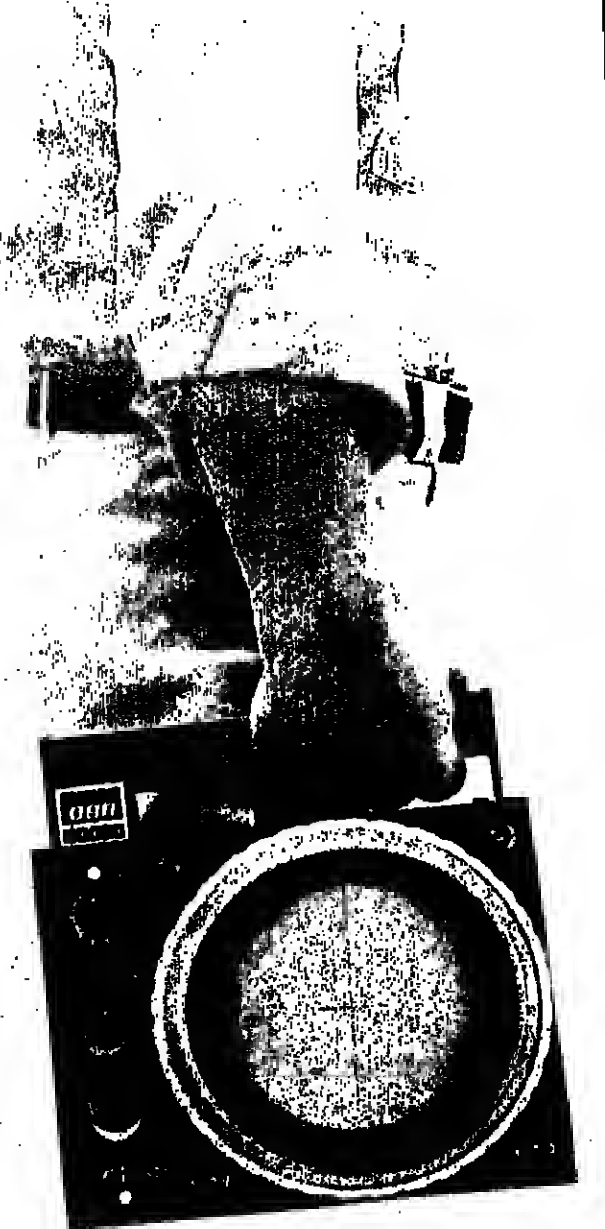
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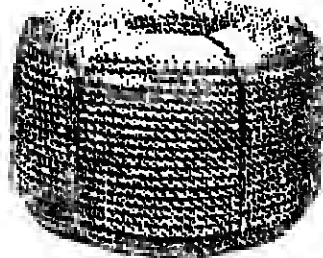
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IRISH PUSHING FOR £100,000 FINES

THE IRISH Opposition
spokesman on fisheries
has announced his intention
to table a Private
Members' Bill to sub-
stantially increase the
penalties for illegal
fishing.

The announcement came
during a week in which four
Spanish trawlers were
arrested on charges of illegal
fishing in Irish waters and a
District Justice said the
penalties for these offences
were too small.

Fishermen have also been
complaining that foreign
boats are ignoring herring
restrictions in the Celtic Sea
and they particularly cite
Dutch and Spanish boats as
catching herring while
pretending to be fishing
mackerel.

In announcing the Private
Members' Bill which he will

place before Parliament in
Dublin, the Fine Gael Deputy,
Austin Deasy of County
Waterford, said his Bill would
seek to raise the maximum
penalties from the present
figure of £100 to £100,000 —
double the fine of present in
force in Britain.

In addition to the
automatic confiscation of the
catch and gear, the Bill would
also provide for the confisca-
tion of the vessel and would
make provision for the im-
position of jail sentences on
skippers of arrested trawlers.

Mr. Deasy said that when
he raised the question of in-
troducing a new Bill in the

Dublin December 1 last year,
he was given a firm assurance
by the Minister that this
legislation would be ready by
January of this year.

"Here we are four or five
months further on and we are
still waiting that legislation."
"The High Court has also
ruled as unconstitutional a
District Court decision to
confiscate the poor and catch
of trawlers convicted of illegal
fishing. That means that our
present legislation and its
penalty £100 maximum fine
makes a total mockery of a
vitaly important issue."

He added that: "As our
situation stands at present,

our whole fishing industry
is at the mercy of foreign
trawlers."

"The introduction of the
legislation is of paramount
importance and it should be
done without further delay."
"The penalties I am pro-
posing are not unreasonable
and are absolutely necessary
to these foreign trawlers to
incursions into our waters
which is needed."

Whether the Bill goes
forward is still uncertain, but
its felt that it may force the
Government into legislation
forward its own legislation
on the matter.

Survey battle not over

SIR, More publicity should be
given to the enormities of the
Government campaign to
protect inshore fishermen
against themselves which will
rule some of them in the
process. I refer to DoT safety
surveys.

The owner of a boat over
40ft. can be liable to find
thousands of pounds for equip-
ment and repairs while the
owner of a 39ft. boat is not.
However, both boats work the
same grounds.

A fisherman, who knows all
the hazards involved in his
occupation, is not now con-
sidered capable of taking
precautions regarding his own
safety and that of his crew.

Every inshore fishing port
has its own different hazards
and to use the same standard
for all is like forcing the people
of the Channel Isles to always
carry umbrellas because it rains
in Manchester.

Some equipment fishermen
are forced to buy is taken
ashore after the agent leaves
because it is considered
superfluous.

In all my 80 years of fishing
in the Wash I can only
remember the loss of six
fishermen — and not one was
due to the boats being un-
seaworthy.

Most losses are due either to
the inefficiency of the skipper,
or his error of judgement.

A well known fisherman
who has used the Wash area
to make his living all his life,
and who I have never known to
take undue risks or to spare any
expense to keep his boat and
equipment in tip top condition,

Core hulls—no 'seal of approval'

SIR, I read with interest the article on the
new 'American-style' method of GRP
construction being adopted by Verastilly
(Fishing News, May 5), but there are
several points I should like to take up.

I disagree entirely with the view that
GRP hulls need to flex to prevent damage.
The most important layer on the GRP hull
is the gelcoat which, of course, because it
is not reinforced with glass, is brittle com-
pared to the laminate itself. Any flexing of
the hull can result in cracking of the
gelcoat, thus allowing the ingress of water
and breakdown of the main laminate.

As far as balsa core GRP construction is
concerned, the biggest motivation for this
method is usually to get the price down by
adding a sandwich filler and reducing the
actual laminate — not advanced technical
innovation!

has been forced to spend
thousands of pounds to keep
his boat working. All his life's
savings have gone.

Despite this he is still not
sure that he will be allowed to
fish without further expenses
demanded by the DoT.

When this ruling by the DoT
was first brought in I had just
finished building a 48ft. boat.
One of the boat's agents called
on me to tell me what my boat
would require to pass the ex-
amination.

After he finished, I asked
him what qualifications he had

LETTERS

to judge what would be re-
quired to make a boat
seaworthy? (Incidentally, he
said his services would cost a
sum of £400.)

His only qualifications were
that he had once worked in a
boatyard as a fitter.

I cannot believe that the DoT
has any concern for the welfare
of the inshore fishermen. All our
older fishermen know that the

only time any Government
any interests in the inshore
fishermen was in time of war
when we were needed to re-
mine vapours and such as
craft.

Now, it is not the need of
the inshore fishermen that
paramount, but the need
to create still more business.

I am approaching 74 years
old now, but if I were 24 years
old, I would be doing my best
to do the job of the world.

F. CASTLETON,
King's Lynn.

FINE 'OUT OF PROPORTION'

SIR, While I have no wish to enter into a long
heretofore with Mr. Forsyth-Grant of Montrose,
I feel his comments on my 'remarkable ig-
norance' (Fishing News, April 28) merit a reply.

I have no way of verifying his figures for
illegally-landed salmon but, even if they are ac-
curate, they can only be considered as hearsay,
never having been proved in a court of law.

The view expressed in my letter was a reason-
able one to a particular court case where a fisher-
man was liable to lose his livelihood over one
salmon. He was not accused of landing
£80,000 or even £11,000 worth of salmon —
and therein lay the anomaly. The penalty was
out of all proportion to the 'offence.'

Salmon—another challenge

SIR, Your correspondent Mr.
Forsyth-Grant (Fishing News,
April 28) arrogantly accuses
other contributors of "re-
markable ignorance" and
refers to their letters as
"propaganda rubbish".

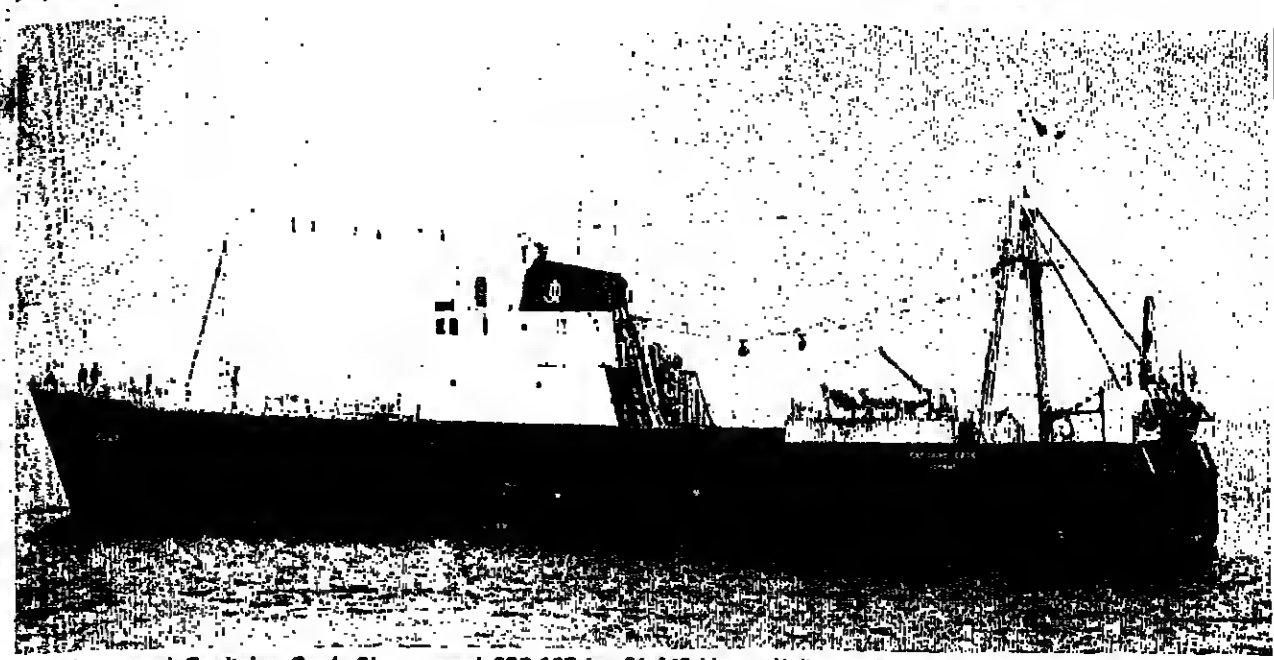
Apart from describing his
history, his commercial stand-
ing and his war record, his
own letter contributes little to

the Scottish salmon dispute —
except a set of highly dubious
facts and figures which he has
quoted in support of his drabs
against the inshore fisherman.

He has already been taken to
task about his remarks on il-
legal salmon at Billingsgate. I
now challenge him to substan-
tiate the figures he has used
relating to local boats engaged

in white fishing or alleged il-
legal salmon fishing, and to
name these boats.

Mr. Forsyth-Grant's remarks
were, in my opinion, a disgrace
and he is the speaker of the
"salmon battle" which he
mentioned in an earlier letter.
R. J. DUNCAN,
8 Mercury Terrace, St. Cyril,
Montrose.



The latest vessel *Capitaine Cook*. She grossed £33,127 for £1,443 kits at Hull on Monday.

Foreign boats pile in at Hull

HULL HAD its biggest
turn-out of Icelandic
ships last week since
the landing ban was
lifted. Foreign landings
were also boosted by
the arrival of a French
stern trawler.

The week began with a dis-
charge from the French vessel
Capitaine Cook which grossed
£33,127 for 1,443 kits. This
included 1,206 kits of blue
ling averaging £21.43 per kit
after a Western trip.

The same day the Icelandic
trawler *Ron* made a partial
landing amounting to 508
kits, which grossed £20,880
and included 303 kits of had-
dock averaging £45.34 per kit.
Ron's total discharge was

from two Hull distant
water trawlers. *Marr's
Westello* (Sk. M. Boddy)
grossed £42,176 for 1,605 kits.
She averaged £26.45 for
codstuffs after a 25-day trip
to the White Sea.

BUT the Lord St. Vincent
(Sk. A. Oiler), which had
been on a 24-day trip to the
Bear Island/White Sea
ground, realised £27,036 for
1,083 kits with her cod
averaging £25.30.

On Thursday the Icelandic
vessel *Holmantindur* made
£43,779 for 1,430 kits. Cod
averaged £31.55 per kit.
The week's trading ended
with a Friday landing by the
Icelandic *Siglubik*, which
made £69,961 for 2,164 kits.

Other Wednesday landings
were from two Hull distant
water trawlers. *Marr's
Westello* (Sk. M. Boddy)
grossed £42,176 for 1,605 kits.
She averaged £26.45 for
codstuffs after a 25-day trip
to the White Sea.

People

Mr. J. L. Berr, clerk and
superintendent of the Len-
cathire and Western Sea
Fishing Joint Committee for
the last six years, has left the
committee to work at Gor-
donstoun School.

He was formerly a
hydrographer in the Royal
Navy and had been an MAFF
fishery officer at Hull and
Eastwood before joining the
Sea Fisheries Committee.

Mr. Berr will be Gor-
donstoun's controller
designate and eventually will
be responsible for the edu-
cational and financial of
the school.

Mr. Berr has been suc-
ceeded at the Lencaathire and
Western Sea Fisheries Com-
mittee by Dr. Paul A.
Driver, who joined the com-
mittee as a biologist in 1974.
He has, since 1975, been the
committee's senior scientist.

Dr. Driver graduated in
biology at Portsmouth Polytechnic
and then took his
MSc in marine biology at the
Marine Science Laboratories,
Menai Bridge (VCNW
Bangor).

He returned to the
Portsmouth Polytechnic
Marine Laboratory at Hayling
Island to make a study of
the biology and fishery of the
trawler for his Ph.D.

COOLED LORRIES FOR HIRE NATIONWIDE

THE British Road Ser-
vices group has launched
a new rental operation
which will make
refrigerated vehicles
available for hire
throughout the UK.

The rental operation has

been successfully test
marketed in the north-west of
England and Scotland before
being offered nationwide.

BRS has already had close
contact with the fishing in-
dustry through the delivery
service its vehicles operate

from Grimsby.

Hire trucks could prove a
boom to seasonal fishing and
to small producers seeking
wider outlets.

For the new service, BRS
has added a selection of 7.37
and 16-ton vehicles to its
fleet. These are equipped
with Pelter DFN 20DG
refrigeration units, built into
14-21 ft. Buckstones and C.F.
Rigid bodies.

BRS Truck Rental says
that strict EEC regulations
now being applied to the
transportation of foodstuffs
have prompted an increasing
demand for refrigerated and
temperature controlled
vehicles.

South-west mini show set for July

FISHING gear and equip-
ment manufacturers in
the south-west are getting
together to put on their
own mini show for in-
shore fishermen.

Roy Gollop, boss of Gollop
Trawls, decided to arrange
the informal show as no other
exhibition looks like being
organised in the area.

He told Fishing News on
Wednesday that he hopes to
have around one dozen ex-

hibitors at the show being
held in a car park and
showrooms at Lyme Regis,
Dorset, from July 5 to 8
(Wednesday to Saturday).

So far firms supply-
ing engines, fishing gear, elec-
tronics, boats, clothing and
safety equipment have shown
strong interest.

More details of the South-
west Fishing Gear and
Equipment Show from Roy
Gollop on Lyme Regis 3820.

LAST NAVY SALMON

SALMON will no longer
appear on the menu of Royal
Navy protection fishery

Rough Brown, Under-
Secretary of State for
Scotland, has said that the
Ministry of Defence had in-
vestigated incidents where

salmon, alleged to have been
illegally-caught and taken for
evidence in a trial, was eaten
by the crew of the protection

ship.
Mr. Brown has told An-
drew Welsh, MP for South
Angus, that the Ministry very
much regrets that such in-

cidents take place and has
given an assurance that it will
not occur again.

Mr. Welsh said: "When
skippers are facing fines of up
to £5,000 I thought it only
right that this eating of
salmon evidence by navy
crews should be stopped."

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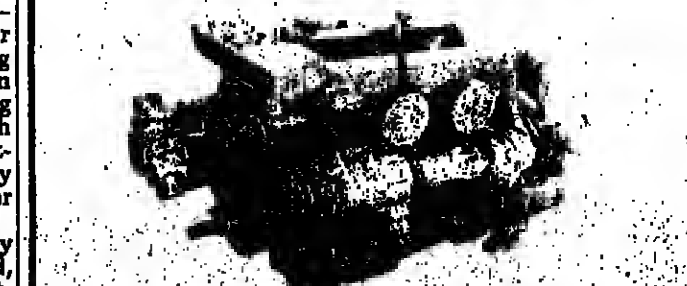
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SKIPPER TURNED BOATBUILDER

Frank comes up with eel trawler

IF YOU really want the right fishing boat, then one way to do it is build her yourself. In fact, this is what retired King's Lynn skipper Frank Castleton has done — three times!

Frank Castleton's new 21-footer, built for experimental fishing and eel trawling. She is the smallest job Skipper Castleton has tackled since he took

up boatbuilding. Previously he built the 48 ft. *Agnes C II* and the 30 ft. *Nicky*, which is now worked by his son.

The new open boat has an 8 ft. beam, with a draught of 18 in. She is oar-powered with 14 in. oars on 3 1/2 in. x 2 1/2 in. oar frames spaced every three feet. Two 1 in. x 2 in. steamed ash frames fill the intervening spaces.

In the widest part of the boat, forming a raised trunking, is a watertight bulkhead and glass-fibre loade. One plank on each side of the boat is bored with half-inch holes, and there is a flooding valve in the centre. The wall is intended for storing eels.

Trap

A 12 ft. beam trawl will be used with the heads blocked-in, and with the net (home-made) containing a trap inside. This was a method used at one time for catching eels.

Skipper Castleton has set traps for eels, but he is interested in the idea of trawling for them — following an article he read in *Fishing News* — to see if it is more effective.

The boat is tiller-steered and fitted with a Lister three-cylinder 12 hp engine. A hydraulic drive is installed in place of a gearbox. The hydraulic oil tank is positioned in the stern.

tioned in the stern sheet. The engine drives a 14 in. diameter propeller with a 14 in. pitch.

There is no cabin or other means of heating the trawl; this is not thought necessary considering the size of the gear.

The boat can also be used for shrimp and cockling, but eels are the principal quarry.

The boat was built under cover, and as she received her final touches, Frank Castleton started on a 42 ft. boat.

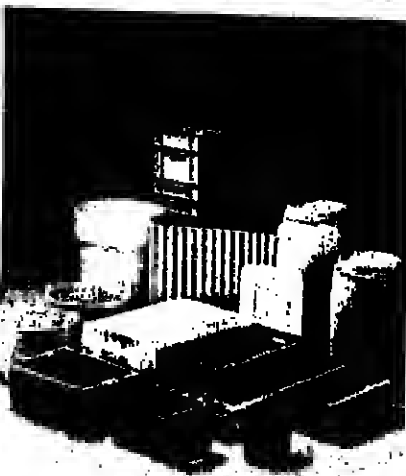
Skipper Castleton: If you want the right boat build yourself.



Fishing for the right container?



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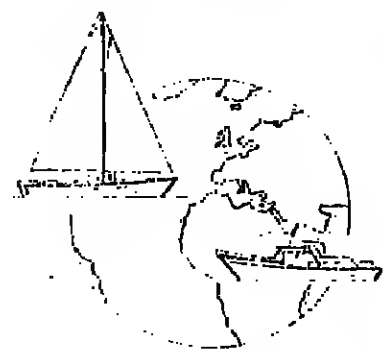
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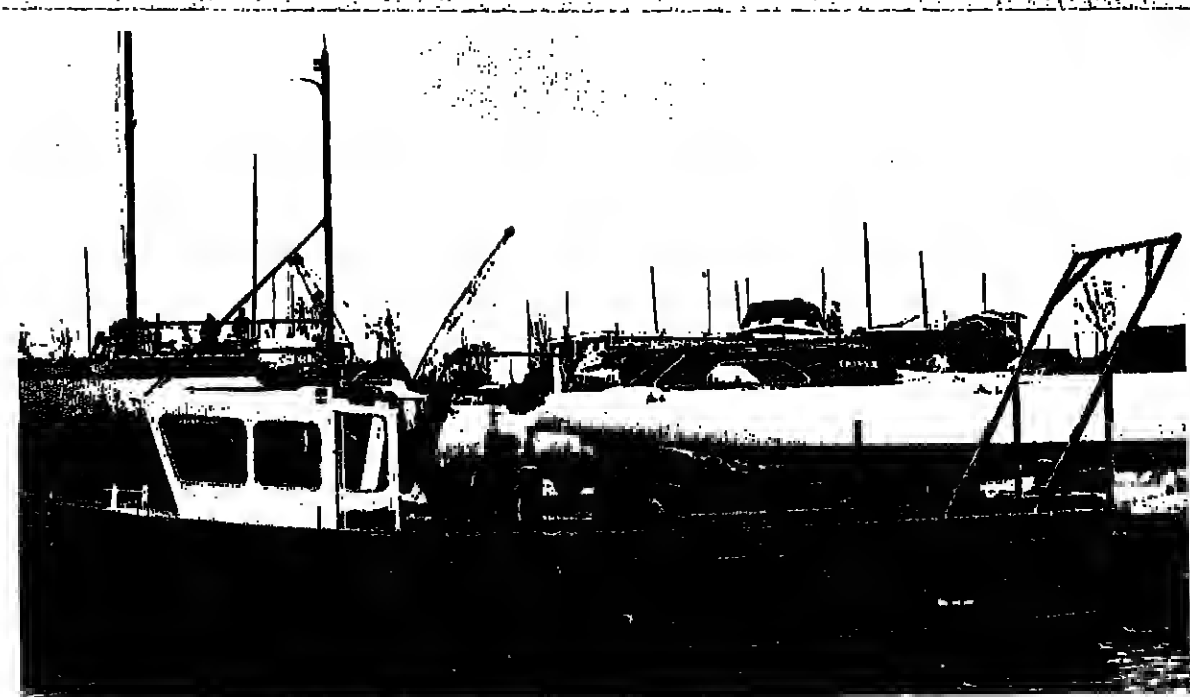
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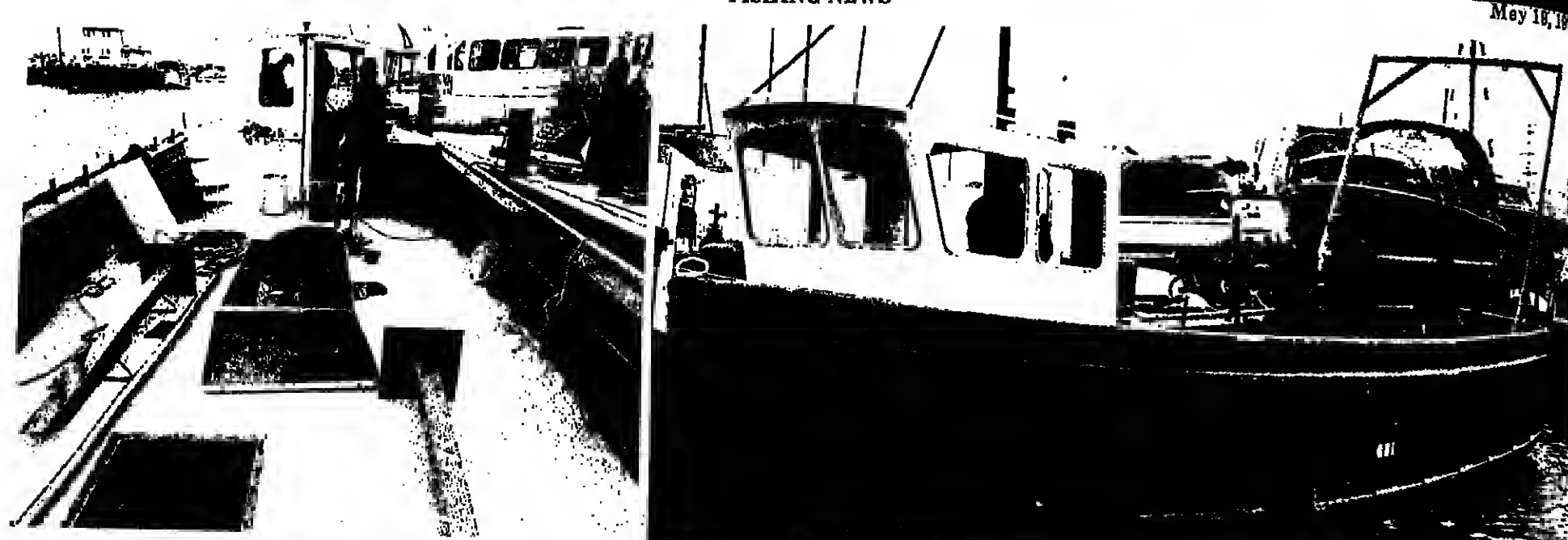
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Above: the Brunel 35 has a large deck for potting. Above right: the 35-footer being prepared for trials from Poole, Dorset. Below: stern gentry in position.

PROTOTYPE BOAT JERSEY-BOUND



JERSEY skipper Brian Downe took delivery of Avon-Brunel's prototype Brunel 35 boat this week.

The 35-ft. x 11 ft. 4 in. (max) x 4 ft. 2 in. boat was ordered by Skipper Downe of North Jersey Fisheries in January, but work fell behind schedule at Avon-Brunel's Salisbury factory.

This was because the boat was the prototype and design changes were made to improve her into the best possible craft, according to Avon-Brunel's managing director, Tom Penney. Also there were problems obtaining steel.

However, the owners had to come to an arrangement when the cost of the part-completed boat was found to have shot-up around 40 per cent because of 'extras'.

After negotiations, Skipper Downe said he was well satisfied with both the boat and the deal.

He will work her as a potter/dredger and fill in on white fish trawling when the shellfish are not moving.

Hull plating is 6 mm and frames are at 30 in. centres. The keel has a 3 1/2 in. tube welded on to enable her to take the ground as the small harbour where she will be moored dries out.

The prototype has a wider wheelhouse than standard and this has two forward windows instead of one.

The hull has extra stanchions in way of the pots and for dredging, plus higher pot rails on the bulwarks.

Her seawinch one-ton pot hauling capstan is driven through a clutch-pump off the 120 hp recon Ford diesel supplied by Danglew. This unit, which drives through a 3:1 gearbox, has a six-month guarantee.

Offshore

Skipper Downe will work 600 pots and estimates she will carry around 160 on the spacious deck. He plans to fish them further offshore — and maybe in deep Channel waters — as inshore grounds he has been fishing with a boat ten ft. shorter are crowded.

On trials she hit eight knots at 1,800 rpm and should be capable of nine knots. She handled well and turned almost in her own length.

Skipper Downe is to fit his own trawl winch and she has a stern gentry and bait cutting table. Fuel tanks each side of the engine hold 300 gallons.

She is some 9 in. deeper than the original standard.



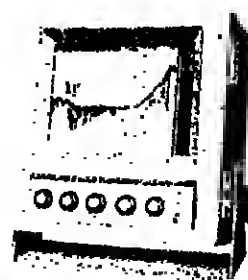
Brian Downe — satisfied with his deal. Tom Penney — arrangement on price.

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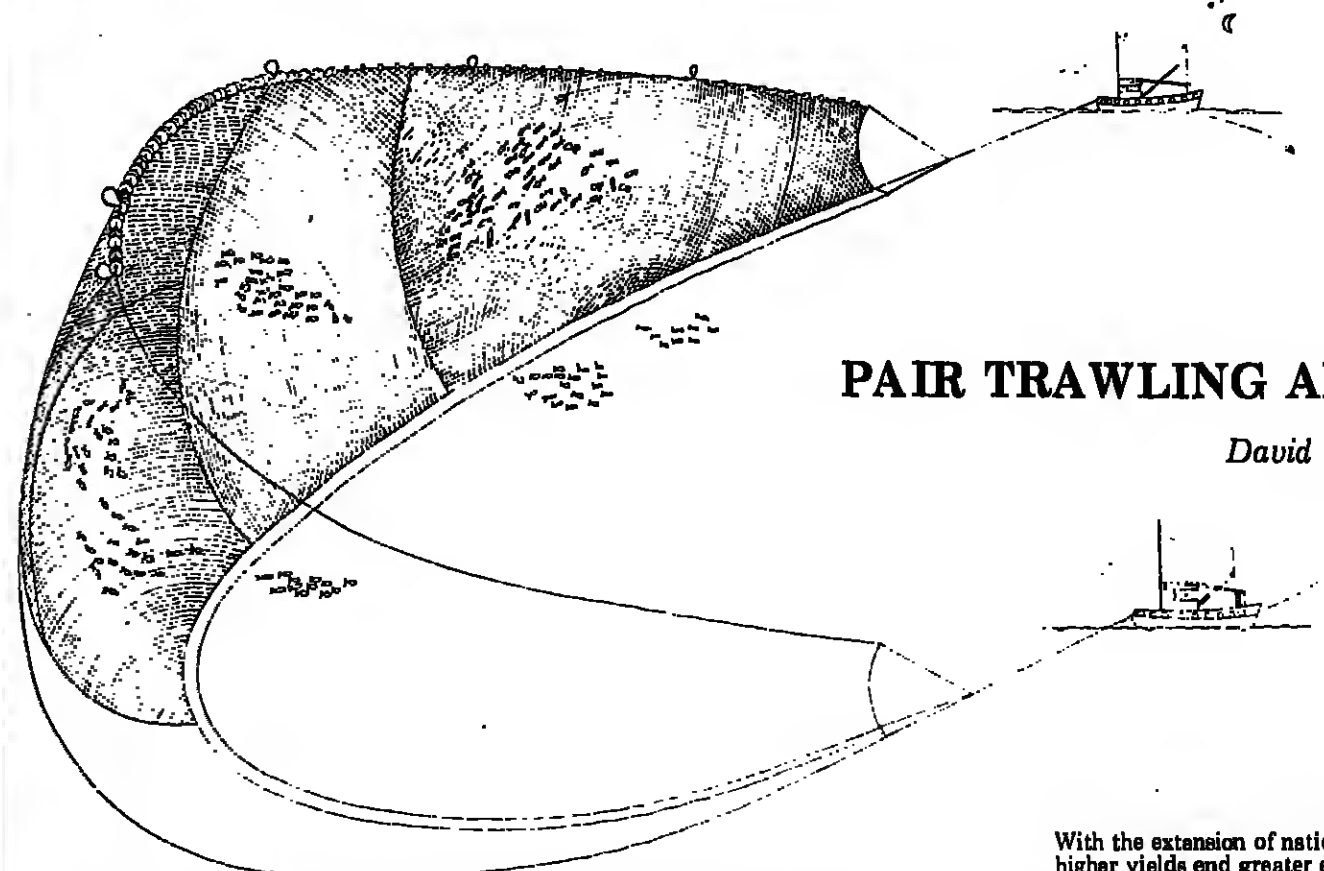
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Escape to Sea — John Burgess

A vivid description of the author's escape from deskwork in the '30s, via the Australian bush, to the sea career which gave practical knowledge for his current writings. His world-wide adventures painted to many ways in which a living can be made from the sea; the book ended with guidance on fishing methods, places, training. Some of this detail is now dated which means you can buy this lively yarn for £1 only

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More kits to beat corrosion

ON MARCH 17 I suggested to a reader, who wanted to protect an aluminium alloy sump against corrosion, that he either cover it with laminations of glass cloth and resin or coat it with a polyester or epoxy resin.

I mentioned two sources from which he could obtain the materials to do the job. Kits designed specifically for providing protective end "ermour" coatings for machinery casings, storage tanks, bulk-heads, pipework etc., as well as for repairing them, are also obtainable from Ferguson and Timpon Ltd, 5 Abhill Avenue, Glasgow, or any of the company's branches in London, Birmingham, Sunderland or Hull.

Although known as Thistlebond Repair Kits, they include resin-based products suitable for maintenance purposes such as protecting pumps from corrosion as for carrying out emergency repairs to leaking tanks or fractured pipes.

They contain all necessary materials and accessories to enable an epoxide resin/glass fabric laminate to be produced.

They also contain additional Thistlebond materials to broaden their scope of application and are available in four standard sizes for general maintenance and repair purposes.

Special kits are also available for particular purposes such as repairing GRP lifeboats.

In all the company can supply nine different kits end, for good measure, a range of compositions which includes a quick-setting adhesive, an epoxide resin cement, and plastic steel end bronze putties which will cure underwater.

Ferguson and Timpon publish an instruction manual which tells you all about these kits end compositions and how to carry out repairs or maintenance work with them. Copies are obtainable from the Glasgow or any other branch office.

...and help from Dol directory

SOME more help in the fight against corrosion comes from the Department of Industry which has just published an updated Corrosion Prevention Directory. It is a revision of the first edition, published in November 1975.

The directory gives details of corrosion advisory services for industry, recommended standards of protection and suppliers of protective materials.

There is also information on professional institutions, societies, and associations concerned with corrosion, end published information including periodicals, books, conference proceedings and films.

Other sections include a glossary of corrosion terms end details about training end courses leading to formal qualifications.

Corrosion Prevention

John Burgess' Log



Directory, edited by Dr P. J. Boden, Department of Metallurgy and Materials Science, University of Nottingham, is available from HMSO, price £3.25 net.

Lobster keep

"I HAVE always kept lobsters in a floating wooden keep."

"Last year, during a spell of warm weather, I lost a lot of them end have since been told that I would probably not have done so if I had stored them in a weighted keep on the bottom."

"Do you agree with this opinion end, if so, can you tell me how to make a submersible keep?"

"There is plenty of evidence to indicate that mortalities increase among lobsters stored in floating keeps on account of rise in water temperature during spells of hot weather."

The late Pat O'Farrell, for instance, ceased to use floating keeps after he lost 5 cwt. of them in an onshore gale end he later wrote: "When I switched to bottom-hugging cages, lobster deaths were reduced to almost nil."

"No doubt the higher death rate of the former method was due to the fact that the rafts became too warm as they floated near the surface."

In his book *Sea Food Fishing* there is an illustration of a large, twin compartment submersible storage box measuring 12 x 6 x 2 ft. The drawing is sufficiently detailed to enable you to make one on the same lines.

Sea Food Fishing is obtainable from Fishing News Books Ltd, 1 Long Garden Walk, Farnham, Surrey — price £3.50 plus 5% p.&p.

Stowing batteries

I MENTIONED in my log (*Fishing News*, April 7) that Norwegian-made GRP chester for stowing batteries are now obtainable from Uistain (UK) in Dunfermline.

I have since learnt that such chesters, for carrying one 24-volt, two 12-volt or four 6-volt batteries, are being made by Cosalt Ltd. end that the company can supply GRP chesters for stowing any number end size of batteries to order.

So, should you have a mind to stow your batteries in a leakproof GRP chest, you may save yourself some freight charges if you order from your local Cosalt depot.

If you should tend to think of Cosalt as a supplier of nets, lines, twines end ships' chandlery almost exclusively, the fact that the company un-

dertakes the moulding of GRP chesters serves as a reminder of the astonishingly comprehensive range of products end services it does supply.

A new branch, under the management of Trevor Paul, was opened at 26 Beach Road, Felixstowe, not so long ago end a list of what you can obtain there is an eye-opener.

Not only can you get all types of nets end twines, fibre end wire ropes, but a wide range of tools, paints, pyrotechnics, fire fighting appliances, marine lubricants end protective clothing.

Services offered are as comprehensive as the range of goods end equipment available. The branch will undertake any type of wire rigging work, make any type of electrical equipment of all kinds, service lifeboats, manufacture end repair anything in sheet metal, service end repair lifting gear of all kinds.

WHITBY MEN PRESS FOR PROTECTION

WHITBY coho fisherman who claim their livelihood is being threatened by the rapidly increasing number of part-timers are seeking Government backing for some form of protection.

Whitby Coho fishermen's Association has decided to ask the North Eastern Sea Fisheries Committee to press the Government for some form of protection such as licensing.

"They are growing in their hundreds," said Dave Peart, secretary. "Some at Whitby have up to 100 pots end it can be trouble that number further north. They are killing the potting end are going to start now with trammel nets which are easy to work — there is no skill."

Mr. Peart said they were hoping to get the support of fishermen throughout the British Isles.

Lea Douglas, a member of the association committee, said: "We do not want to take away their life of fun but they are going to stop us getting a living before long."

'Vandal' switched

THE HULL trawler *Arctic Vandal* was switched to Grimsby on Tuesday where she made £28,626 on a poor market. She brought back 1,418 kts from a 17-day Western trip.

A large catch of coley was sold but small sized dogfish could not find a taker.

The dogfish flop was something of a disappointment for the owners of Boyd

Scanning sonars

"IT WOULD appear that it pays to install a scanning sonar in a boat engaged in pelagic fishing nowadays."

"There are no evidence to indicate that it might pay to install one in a boat engaged mainly in bottom trawling of the East Coast."

I have heard that scanning sonars have enabled trawlers in Scotland to increase catches by towing rocky areas in which they would not dare to trawl without such instruments on board. Also that demand for trawlers elsewhere are taking them successfully to low the rocks end wrecks to which they formerly gave wide berth.

If you have a mind to head close to wrecks off the East Coast, I have no idea that there may be plenty of concrete evidence to indicate that it would pay you to install a scanning sonar.

If this is a fact, the evidence would be obtainable from Coastal Radio Ltd, Westway, Chelmsford, Essex, Marconi Marine's associated company, which can supply end service any unit in Wesmar's range of sonars.

ANY QUESTIONS? IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If they are not with a stamped addressed envelope for reply.

May 19, 1978

Brussels is centre for fisheries conference

EEC FISHERIES Commissioner Finn Gundelach will be among the speakers at a conference on European fisheries to be held at the Sheraton Hotel, Brussels, on May 31.

Mr. Gundelach will speak on the common fisheries policy after a morning of national views from inside end outside the European Community. This will include speakers from France, the United Kingdom, Denmark end Norway.

The aim of the conference is to enable countries to explain how they view current end future problems of catching end marketing fish. Special attention will be focused on the EEC, but it will be of interest to all European countries. The afternoon will be devoted to fish marketing in Europe. Speakers will analyse the marketing process from fisherman to consumer end take a look at fish marketing in Europe over the next ten years.

This information was revealed in a Commons written answer to Hamish Watt, MP for Banffshire end SNP spokesman on fishing. Hugh Brox, Under-Secretary at the Scottish Office, told Mr. Watt that 12 Norwegian fishing vessels had been boarded in the first four months of this year. Four were long liners. All of the other boats' nets were legal for the purpose for which they were being used.

Thirteen Royal Navy vessels end six vessels of the Department of Agriculture end Fisheries for Scotland are currently assigned to fishery protection duties within UK limits.

Of these, 11 vessels are normally on patrol at any one time. Other resources of the fleet are available as the need arises.

Mr. Watt was informed that, since January 1978, some 370 continental EEC fishing vessels have been boarded within UK limits. Fishery protection crews boarded an average of three vessels per day, although this varied with weather conditions.

After 30 years with the same vessel, Tyneside is to have a new lifeboat. The existing boat, *Tynesider*, a 47 ft. Watson type, which has been in service from Tynemouth since she was built in 1948, is to be replaced next month by the 52 ft. self-righting *Princess Alexandra* of Kent.

The *Princess Alexandra*, a great advance on *Tynesider*, is coming to Tynemouth from a refit at Willmott Osborne Ltd.'s yard at Littlehampton, but will only be on station at the mouth of the Tyne for a little over a year.

Tynemouth lifeboat secretary Ken Middlemiss has just heard that the station is to receive an ultra-modern Arun class 52ft., 20-knot vessel by the end of next year.

"She has been delivered for fitting out to Osborne's yard, end has been allocated the number 1061, but there are three boats to be finished before her," said Mr. Middlemiss.

Tynesider is the oldest serving lifeboat on station in the UK — the second oldest is just up the coast at Blyth — end apart from not being self-righting, has no radar.

When she is replaced by *Princess Alexandra*, she will be sold as scrap but she is still in good order.

Princess Alexandra — equipped with radar — has spent most of her working life at Torbay end is "a great improvement".

Decline SCOTTISH landings in the first quarter of 1978 amounted to approximately 87,000 tons — some 15 per cent below last year's total for the same period.

This was mainly attributed to the continued fall in landings of herring, through the total closure of the North Sea fishery end the current scarcity of herring off the west coast.

WORK TO START ON SHIELDS FACTORY

WORK IS to start this summer on a new £750,000 ice making factory at North Shields fish quay.

Mike Burton, chairman of the Tynemouth Ice Co. Ltd., the firm that will operate the 250 ton a day plant, says that it is hoped the factory will be complete within a year of the project starting.

"The factory will be owned by a consortium of interested parties," said Mr. Burton, who is also managing director of Newington Trawlers Ltd. "I hope that the shares will be held as widely as possible."

FIREMEN were called to a blaze on board the 50ft. *Eight Bells* on Saturday. The fire started in the cabin of the boat which was berthed in Arbroath harbour. Firemen soon had the outbreak under control, although the inside of the boat was badly charred.

'C.S. Forester' widens lead

ONLY 12 out of Hull's 26 distant water trawlers have so far qualified for places in the Hull District Challenge Shield.

Newington's C. S. Forester, last year's holder of the Shield, holds top place.

She has now widened her lead over Boyd Line's *Arctic Cavalier* by 8,821 points.

"The latest placings are shown in the table below. Figures in brackets indicate how the vessels stood in the previous table."

Position Vessel

1 (1) C. S. Forester (Newington) 8513 19261

2 (3) St. Dominic (Hawthorn) 5193 12618

3 (2) Westella (Marr) 5065 12024

4 (4) Arctic Cavalier (Boyd) 4486 9998

5 (5) Somerset Maugham (Newington) 4024 9838

6 (8) St. Giles (Hawthorn) 3880 9552

7 (7) Arctic Vandal (Boyd) 2831 7490

8 (6) St. Germain (Hawthorn) 2221 7298

9 (9) Arctic Rebel (Boyd) 1187 3289

10 (10) Rose Sirius (BUT) 1140 2895

11 (11) Rose Orion (BUT) 709 1872

12 (12) Loch Eriboll (BUT) 564 1491

Kits landed Points

8513 19261

5193 12618

5065 12024

4486 9998

4024 9838

3880 9552

2831 7490

2221 7298

1187 3289

1140 2895

709 1872

564 1491

8513 19261

5193 12618

5065 12024

4486 9998

4024 9838

3880 9552

2831 7490

2221 7298

1187 3289

1140 2895

709 1872

564 1491

8513 19261

5193 12618

5065 12024

4486 9998

4024 9838

3880 9552

2831 7490

2221 7298

1187 3289

1140 2895

709 1872

564 1491

8513 19261

5193 12618

5065 12024

4486 9998

4024 9838

3880 9552

2831 7490

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